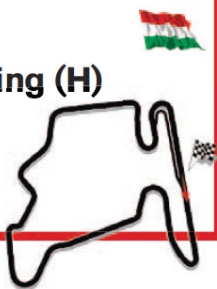


GP2 HUNGARORING

GP2 Hungaroring (H)

July 27-28

Round 7/11



RESULTS

RACE 1: 36 LAPS, 97.980 MILES

1	JOLYON PALMER (GB)	57m14.477s
2	MARCUS ERICSSON (S)	+15.407s
3	FELIPE NASR (BR)	+15.794s
4	FABIO LEIMER (CH)	+19.433s
5	STEPHANE RICHELMI (MC)	+19.740s
6	SIMON TRUMMER (CH)	+21.499s
7	MITCH EVANS (NZ)	+22.584s
8	NATHANAEL BERTHON (F)	+36.439s
9	JAMES CALADO (GB)	+38.203s
10	SAM BIRD (GB)	+44.671s

Winner's average speed: 102.702mph. Fastest lap: Stefano Coletti (Rapax), 1m31.717s, 106.855mph. * - three-place grid penalty

RACE 2: 28 LAPS, 76.201 MILES

1	BERTHON	45m06.319s
2	EVANS	+2.239s
3	LEIMER	+13.441s
4	ERICSSON	+15.983s
5	NASR	+23.367s
6	CALADO	+27.216s
7	TRUMMER	+31.387s
8	BIRD	+37.958s
9	RICHELMI	+40.002s
10	RIO HARYANTO (RI)	+43.991s

Winner's average speed: 101.634mph. Fastest lap: Jon Lancaster (Hilmer Motorsport), 1m32.056s, 106.462mph. All drivers in Dallara-Mecachrome GP2/11.

CHAMPIONSHIP

1	COLETTI	135	6	LANCASTER	65
2	NASR	129	7	ERICSSON	64
3	LEIMER	110	8	PALMER	64
4	BIRD	92	9	RICHELMI	57
5	CALADO	90	10	EVANS	56

TEAMS

1	CARLIN	193	4	RACING ENGINEERING	132
2	RAPAX	153	5	DAMS	121
3	RUSSIAN TIME	143	6	HILMER MOTORSPORT	112

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one; 4. Fastest lap of top 10 finishers in each race: 2.



Coletti was out of luck

FOR IN-DEPTH RESULTS



Palmer celebrates with Ericsson (l) and Nasr (r)

Red-hot Palmer likes his tyres medium-rare

JOLYON PALMER TOOK FULL ADVANTAGE OF CARLIN'S decision to sacrifice sprint race points for feature race glory to score a brilliant and dominant win.

GP2's weekend format – a longer, full points-paying race on Saturday and a shorter, reduced-points Sunday sprint – coupled with the need to run both tyre compounds, created a strategic conundrum. The searing heat of Hungary and the demands of the track meant that the soft had a very limited operating window – too short to be useful in the 28-lap sprint.

That meant most teams opted to start the feature on the soft and switch to the medium pretty much as soon as possible. Carlin and Palmer, however, gambled. They started on the medium and ran until roughly half-distance before putting on another set of mediums.

This meant that in the closing stages of the race, Palmer had a significant performance advantage as the rest of the field's mediums were running short of grip. He used this to perfection to pull a great move on DAMS' Marcus Ericsson to take the lead. Such was his speed that by the end of the race he was 15 seconds clear.

Ericsson had moved himself into first place with an audacious pass on Felipe Nasr. The Brazilian took advantage of poleman Tom Dillmann's slow getaway – a clutch issue causing a tardy start – to lead the opening laps, but he pitted a lap later than Ericsson, and on warm tyres the Swede ran side by side with Carlin man Nasr through Turns 1 and 2, finally completing the move into 3.

The pair continued their battle to the finish. Nasr's slightly fresher tyres could have come to his aid, until the fight was disrupted by the freshly re-tyred Johnny Cecotto Jr, who unlapped himself with a nonsensical dive inside of Nasr that could have taken the title challenger out of the race.

It was a weekend when the championship opened up once more. Points leader Stefano Coletti had a nightmare. He failed to find a clear lap in qualifying and started 18th in the feature. Back in the pack, he was involved in an opening lap kerfuffle, which required a visit to the Rapax pit.

Again starting near the back in the sprint, Coletti

had history repeat itself, and for the fifth time in six races he failed to score a point.

This has allowed Nasr back into the fight, the Brazilian adding to his tally with a steady run to fifth in the sprint.

As expected, on the unfavoured soft tyre Palmer struggled and dropped out of the points in a race lacking in action.

Having scored his first points of the year with eighth in the feature, Trident's Nathanael Berthon used his reversed-grid pole to perfection. He made a great start, and then a restart following an early safety car period, to establish a commanding lead. Mitch Evans, in second after taking seventh in feature, was never able to close on him.

Fabio Leimer – now back in the title hunt following fourth in the feature – patiently waited for the lead pair's tyres to go off, but it never happened, and when he finally upped his pace for a late-race push, it was too late.

After a weekend during which he couldn't get the car to perform, ART's James Calado missed a big opportunity to catch up in the points chase. He made a stunning start from ninth in the sprint to slot into sixth, but in a race that featured almost no overtaking, that was as good as it got.

After dominating qualifying, the Russian Time pair of Sam Bird and Dillmann suffered chronic tyre wear and weren't a factor in either race.



Berthon led Evans all the way in race two